



TIMELINE: Moran Fighting to Reduce BRAC Impact on Northern Virginia Roads

- September 2005:** BRAC Commission submitted its recommendations to President George W. Bush, endorsed by then-Secretary of Defense Donald Rumsfeld.
- November 2005:** Moran votes against BRAC Commission Recommendations, begins fight to reduce impact on Northern Virginia.
- October 2006:** Moran and fmr. Rep. Tom Davis include an amendment to FY07 NDAA requires Army to study feasibility of relocating BRAC facilities to Metro-accessible General Services Administration (GSA) facility in Springfield.
- June 2007:** Environmental Impact Study shows BRAC will create major traffic delays near Fort Belvoir and on I-95. Army begins to seek alternate location for BRAC #133.
- December 2007:** 2008 National Defense Bill includes Moran-Davis amendment providing Army authorization to acquire the Metro-accessible GSA facility for BRAC#133.
- July 2008:** Army releases Environmental Assessment for BRAC #133, determines “no significant impact from a transportation perspective”.
- October 2008:** Army selects Mark Center. Moran: “very disappointed...it belonged at Springfield site.”
- April 2009:** VDOT independent assessment concludes Mark Center relocation will cause gridlock to surrounding intersections, draws contrast with Duke Realty, Army EA studies.
- July 2009:** Moran requests meeting with Secretary of Defense Robert Gates, outlines concerns with BRAC 2005; questions Defense Access Roads requirements.
- October 2009:** *The Washington Post* publishes op-ed by Congressman Moran entitled: “Why Northern Virginia's traffic may be about to get worse”
- December 2009:** VDOT study released, recommends direct ramp from I-395 into Mark Center.
- February 2010:** Moran stands against BRAC 133 ramp construction that would imperil Winkler Botanical Preserve, VDOT cancels further consideration of that ramp option.
- May 2010:** FY11 NDAA passes House, includes Moran parking limit at Mark Center of 1,000 spaces, requires a DoD Inspector General study of BRAC 133.
- July 2010:** Army releases Transportation Management Plan, shows relocation will cause gridlock.
- August 2010:** Moran presses Secretary Gates in letter for DoD assistance in Mark Center relocation.
- September 2010:** Moran takes the Army-proposed public transportation bus route to Mark Center, highlights unacceptably long commute.

November 2010: VDOT recommends seven short and mid-term transportation fixes for BRAC 133.

December 2010: Moran, Connolly, Webb, Warner ask Governor McDonnell to put uncommitted VDOT funding toward BRAC road improvements.

December 2010: Moran requirement for DOD IG investigation into BRAC 133 and Army traffic plan becomes law.

January 2011: Moran, Connolly, Webb, Warner propose BRAC solutions to Secretary Gates in letter. Request \$20 million for short and mid-term fixes at BRAC 133.

February 2011: VDOT announces \$80 million to construct HOV ramp from I-395 to Seminary Road.

February 2011: Transportation Research Board report released. Warns relocation to the Mark Center will likely subject commuters to substantial new delays, compromise some military missions, degrades local economy.

February 2011: GAO releases report critical of the Defense Access Roads Program.

April 2011: FY11 Budget includes \$300 million for BRAC road improvements, half slated for Route 1 near Ft. Belvoir.

April 2011: DoD releases \$20 million to implement short- and mid-term transportation fixes, as requested by Moran in January.

April 2011: DoD Inspector General releases report on Mark Center decision, providing damning evidence Army mishandled Mark Center decision.

September 15, 2011: BRAC law scheduled to be implemented.